

CLASSIFICATION ~~SECRET~~ ~~NOFORN~~COUNTRY East Germany

REPORT

TOPIC Brandis Airfield

25X1

EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

25X1

DATE OF CONTENT [REDACTED]

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DATE OBTAINED [REDACTED]DATE PREPARED 9 August 1955

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REFERENCES [REDACTED]PAGES 6 ENCLOSURES (NO. & TYPE) [REDACTED]REMARKS [REDACTED]

This is UNEVALUATED Information

1. The following air activity and aircraft were observed at Brandis Airfield ^{25X1}
between 10 May and 29 June:

10 May. Between 1100 and 1900, about 30 jet fighters arrived at the field.

15 May. At 2100, jet fighters made individual flights. Two MiG-15s or U-MiG-15s, which were ready for take-off, were parked in the northeastern corner of the taxiway. About 20 tank trucks with 2-axle trailers, 3 heavy tractors with cable winches, and one sedan with box-like superstructure and windows were observed near the alert element of 2 MiG-15s or U-MiG-15s. ^{25X1}

17 May. About 20 additional jet fighters [REDACTED] landed at the field. ^{25X1}

19 May. At 0800, intensive air activity was observed and individual flights were made at high altitudes until night fall.

23 May. The two alert aircraft were observed at the eastern end of the runway and the motor vehicles remained unchanged in the northeastern corner of the field. The other aircraft, covered with grey-green colored tarpaulins, were parked in a U-shape on the northern edge of the taxiway west of the flight control station.

27 May. At 0900, jet fighters made individual flights.

31 May. Several take-offs by jet fighters were observed during the day.

2, 3, 6, and 8 June. It was observed that jet fighters with auxiliary fuel tanks made individual flights.

7 June. An alert formation of four MiG-15s or U-MiG-15s and several tank trucks were parked at the eastern end of the runway. A permanent wooden building was erected near the alert dispersal area. No air activity was observed. Twelve jet fighters were parked at distances of about 100 meters from each other on the taxiway, four MiG-15s or U-MiG-15s were parked in the aircraft revetments and an undetermined number of aircraft were parked in front of the hangars.

8 June. At 1430, jet fighters [REDACTED] individually took off at intervals of about 30 minutes and made local flights. Three trucks with searchlights, which had diameters of about 60 cm, were observed at the field. ^{25X1}

10 June. At 0945, jet fighters made local flights. About 12 MiG-15s or U-MiG-15s were observed at the take-off point and took off at intervals of about 5 minutes. The take-offs and landings were made correctly.

11 to 13 June. There was no air activity.

FLASH (16)

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14 June. At noon, the first MiG-15 or U-MiG-15 took off for a local flight, while the next aircraft took off and practiced circuits at intervals of about 30 minutes. After the landing, the aircraft were towed by trucks from the taxiway to the take-off point. The two-seater aircraft was observed.

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15 June. Only aircraft from other Soviet airfields were seen crossing over the field.

20 to 29 June. Between 0900 and 2000, air activity by MiG-15s or U-MiG-15s was observed while no MiG-17s were aloft. MiG-17s

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available at the field were apparently parked in the northwestern hangar. Flights in elements of two aircraft with auxiliary fuel tanks were made at high altitudes. Take-offs were made in elements of two aircraft which began taxiing at the same time. It was estimated that there were a total of about 50 jet fighters stationed at the field.

27 June. 20 to 30 jet fighters were parked at large intervals on the southern edge of the field approximately in line with the zeroing-in stand. Four aircraft were parked at the alert area north of the eastern end of the runway. A number of planes were parked in a U-shape at the northwestern corner of the field.¹

2. At 1130 on 18 June, several 37-mm AA guns arrived at the field. So far, seven guns were counted. The guns were shipped on 20 trucks and were partially dug in east of the railroad track approximately in line with the northeastern hangar. A tent for personnel was erected near this point at the same time. Four 37-mm AA guns arrived on 22 June 1955.²

3. On 9 May, the Soviet commanding control officer of RBD Halle and an interpreter arrived at the airfield by trolley. The officer inspected the trackage and ramps at the field and gave orders for the overhaul of tracks and the repair of the side-loading ramp of the storage depot. It was also ordered that the track at the southern portion of the field be cleared of weeds and prepared for utilization. It was observed that 10 temporary buildings were under construction near the former bomb depot south of the field. It was presumed that a Soviet bomb depot was to be erected at the same place because it was observed that bomb crates had been shipped by truck to this place on 8 May. The project was strictly guarded and a large number of soldiers and some trucks were observed.

Several concrete strips at the airfield were blocked off because of repair work being done by soldiers.

On 22 June, work was done for the western extension of the runway including grading work, removal of a hedge which was as wide as the runway, and planing of the former road to the level of the runway for a stretch of about 20 meters.

Repair work was done on the old semi-underground AAA barracks. Some of these barracks buildings were apparently occupied because Soviet soldiers were seen there. The felling of trees was heard from the dispersal area in the direction of Brandis.³

4. On 6 June, an open aircraft crate containing auxiliary fuel tanks was seen near the storage depot.⁴

5. Small wooden plates, mounted on wooden poles, were observed in front of fuel containers.⁵

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6. It was observed that tractors, which were parked at the northern edge of the taxiway, had been cannibalized and the component parts were shipped away by trucks of a private scrap factory at Wurzen. Intensive repair work was being done on trucks and tractors in front of the repair hangar.⁶

7. The airfield appeared to be occupied by an estimated 1,500 men. Traffic was observed in and around the buildings. At 1000 on 17 May, basic military training was observed in the quartering area. All important buildings within the airfield were guarded by sentries armed with submachine guns. Runway mats which had been piled up in the northeastern hangar were transferred to the northeastern corner of the field, where they were stored near the railroad track.⁷

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8. The following shipments arrived at Brandis railroad station between 5 May and 20 June 1955:
 G - Gondola car; B - Boxcar; F - Flatcar; T - Tank car; F/S - Flat car with side racks.

Date	Number and Type of Cars	Load	From	Consignee	Remarks	25X1
6 May	4 G	Coal				25X1
7 May	1 B		Jueterbog			
8 May	1 train consisting of 33 F and 30 B	Engine parts, trucks, tank trucks, bomb crates (50 to 150 kg), crates with aircraft engines, 1 movable flare path, consisting of cable reels and elliptical-shaped runway lamps with diameters of about 40 and 25 cm, a small searchlight with a diameter of about 60 cm, with red disk and a base.	Grossenhain		The empty cars were returned via Riesa to Grossenhain, consignee Major Badushkin, at 1030 on 9 May	25X1
9 May	2 G	Coal		Major Rasumov		
	3 T	aviation gasoline	Frankfurt/Oder		The gasoline was filled up at the above-ground fuel depot at the field	
	1 train with 38 cars	fire-appliances, fire extinguishers, 2 tank trucks for aviation gasoline, 1 oxygen car, aircraft engines in crates, several trucks	Grossenhain		Empty cars were returned to Grossenhain on 10 May.	25X1
10 May	1 train 6 B, 2 F	5 trucks, 1 searchlight, about 150 cm. high, ammunition boxes, 130 x 80 x 70 cm.	Werneuchen			25X1
11 May	1 train with 53 cars, including 12 F	aircraft crates, about 7.5 meters long, 3 meters high and as wide as a flatcar.			The crates were unloaded by soldiers and stored at the depot. The crates were provided with two wooden ledges and a bulge projecting about 50 cm in the middle of one side.	
14 May	5 T	20,000 liters of aviation gasoline each	Frankfurt/Oder		The gasoline was filled up to the above-ground fuel dump at the field.	
15 May	2 B 3 cars	clothing and rations metal sheets	Werneuchen	Herseburg		

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Date	Number and Type of Cars	Load	From	Consignee	Remarks
17 May	3 T	20,000 liters of aviation gasoline each	Frankfurt/Oder		The gasoline was filled up to the above-ground fuel dump at the field.
18 May	1 F	coal		Major Yunin (fma)	
21 May	1 B	rations	Wernowchen		
23 May	1 train with 21 F	medium and heavy tractors which needed repair	Riebnitz-Damgarten		This shipment was unloaded into the hangars in the northern portion of the field.
24 May	1 F	1 tractor with a plate bearing XT 3 on its front side, and 1 truck	Parchim		
25 May	6 G	coal			Unloaded at the heating house at the airfield.
26 May	2 cars	sheets			
27 May	1 car	metal sheets			
28 May	2 cars	metal sheets			
28 May	1 car	metal sheets			
28 May	2 F	long fir timber with a diameter of about 30 cm.	Laussnitz near Koenigsbrueck (?)	Major Yunin	
29 May	2 cars	metal sheets			25X1
30 May	1 G	coal			
	1 car	metal sheets			
	4 F	3 trucks, 1 tractor	Neuruppin		25X1
31 May	1 6-axle car	tractors			
4 June	1 car	metal sheets			
5 June	2 cars	metal sheets			
7 June	1 car	metal sheets			
8 June	2 cars	metal sheets			
9 June	1 car	metal sheets			
10 June	2 cars	metal sheets			
11 June	2 cars	metal sheets			
	1 car	tar	Waltersdorf		
12 June	1 car	metal sheets			
13 June	4 T	20,000 liters fuel each	Aken/Elbe		Filled up to the above-ground fuel dump.
14 June	1 car	tar	Waltersdorf		
15 June	2 G	coal			
	1 car	metal sheets			
16 June	3 T	gasoline	Aken/Elbe		The gasoline was filled up to the above-ground fuel dump.

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Date	Number and Type of Cars	Load	From	Consignee	Remarks
18 June	2 B 1 F/S 2 cars	rations sawn timber metal sheets	Jueterbog		
20 June	1 T	26,000 liters of gasoline	Leuna		
23 June	1 T 3 T	29,800 liters of gasoline 26,000 liters of gasoline each	Leuna Leuna		
27 June	4 T 1 F	26,000 liters of gasoline each 2 tractors which need repair	Leuna		
28 June	10 B	ammunition	Altenhain	Erfurt	

It was learned on 28 June, that the delivery of runway mats (pierced steel planking) was suspended and that they were presumably to be shipped to Pommers. (sic).

The Leipzig-Engelsdorf railroad dispatch office advised that there would be additional major shipments for the airfield. Brandis railroad station was already being excessively used in spite of the fact that two shifts of workmen and trains were employed. The station master of Brandis railroad station had also to help out at night in the shunting of railroad cars because the regular shunting personnel could not cope with the peak burden. The dispatch of railroad cars at the airfield was made difficult because the spur track to the installation had an up grade and the diesel locomotive which was available at Brandis railroad station could push only two or three railroad cars at a time. When more cars were to be handled, a larger steam locomotive was employed.⁸

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9. On 21 May, a guard detail of about 30 men was observed 5 to 6 km. south of the Annaberg-Frohnau Kaserne. This guard detail was deployed around MiG-15 which apparently had made an emergency landing.⁹

1. Comment. Brandis airfield is still occupied by the staff of the fighter division at Grossenhain with two fighter regiments. About 50 jet fighters were counted on the taxiway. MiG-15 was previously observed at Jueterbog and was previously reported from Neuruppin. U-MiG-15 and MiG-15 are reported for the first time.

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2. Comment. The AA guns are reported for the first time.

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3. Comment. Construction work on the field was done in connection with occupation of the airfield.

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4. Comment. This is the first time that aircraft spare parts have been reported as being seen packed in aircraft crates. This observation is probably connected with a transfer of units from Grossenhain.

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6. Comment. It appears that a repair shop for motor vehicles and tractors has been installed at Brandis airfield.

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The arrival of the repair unit at Brandis on 26 March 1955 may also be connected with the evacuation of Dresden-Klotzsche airfield.

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7. [] Comment. Observations made at the airfield area agree with previous information. 25X1

8. [] Comment. These shipments are probably connected with the transfer of the two fighter regiments from Grossenhain to Brandis. The storage of runway material has been reported previously. It has not been determined if these are to be stored at the Pommers (sic) emergency airfield. 25X1

[] Major Yudin has been reported previously while Major Itsumov (fnu) and Baddadushkin (fnu) are reported for the first time. 25X1

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